





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	" W. A. Valencia.
"FATSHAN,"	2,260 "	" R. D. Thomas.
"HANKOW,"	1,973 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.M.S.  
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.

Sunday Special Excursions leaving Hongkong at 9 A.M., and a second departure about 7 P.M.

Note—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 4 P.M. (See special Express.)

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.  
 "NANNING," 569 " " C. Butchart.  
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES: Canton to Wuchow, Single \$15.00, Return \$25.00.  
 Canton to Tak Hing, Single \$12.50, Return \$21.00.  
 Canton to Samshui, Single \$7.50.

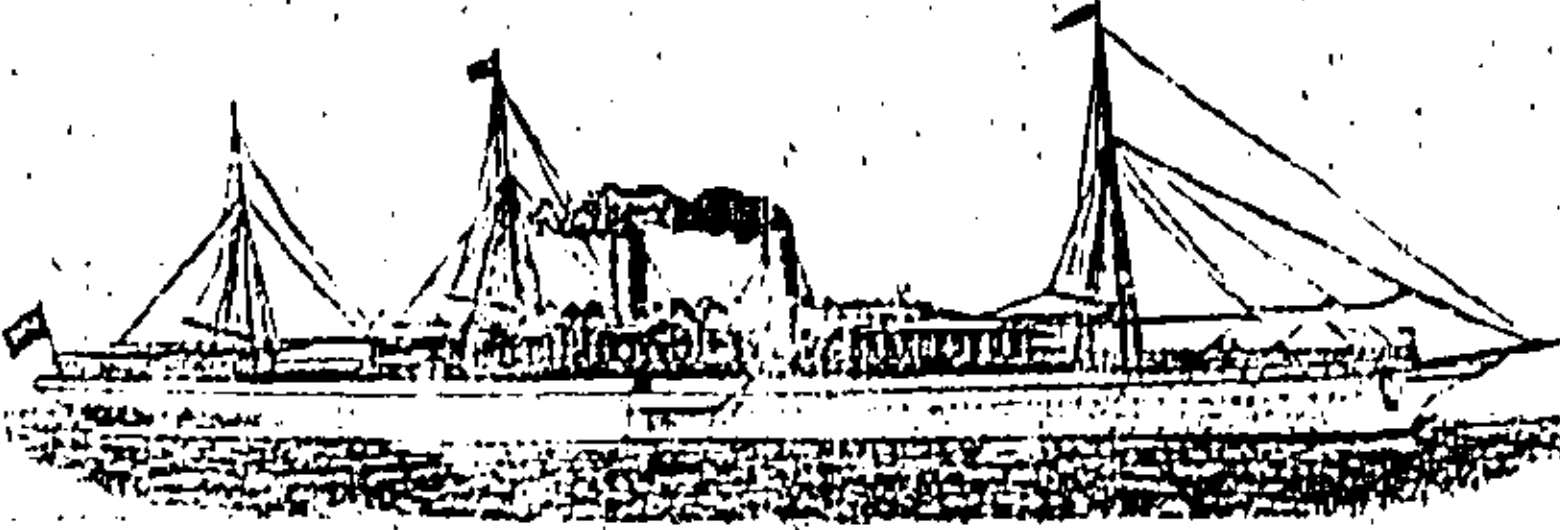
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 2nd July, 1906.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN"	5,000	WEDNESDAY, July 11	August 1
"MONTEAGLE"	5,000	WEDNESDAY, July 18	August 11
"EMPRESS OF CHINA"	5,000	WEDNESDAY, August 1	August 21
"TARTAR"	4,425	WEDNESDAY, August 8	September 1
"EMPRESS OF INDIA"	6,000	WEDNESDAY, August 22	September 12

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.  
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail, £40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
 Corner Piddar Street and Praya, opposite Blaka Pier. [13]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
 Captain T. AUSTIN, R.M.S.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

## SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.  
 1st Class—Return, \$2; with Cabin, \$3.  
 3rd Class—Single, 40 cents; Return, 60 cents.  
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 22nd June, 1906.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW," 1,309 tons, Captain T. R. MEAD.

"KWONG TUNG," 1,238 tons, Captain R. RAMSEY.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single journey, \$4.  
 Meals ..... \$1 each.

ALSO  
 Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 4 A.M. and 6.30 P.M.

FARES: 1st Class single \$1 with cabin \$2.00, return \$3.00.  
 2nd Class single \$0.50, return \$1.00.  
 Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and  
 YUEN ON S.S. CO., LD.,  
 No. 8, Queen's Road West.

Hongkong, 2nd July, 1906.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA.

ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES.
ZIETEN	THURSDAY, 5th July.
ROON	WEDNESDAY, 11th July.
SEYDLITZ	WEDNESDAY, 18th July.
BAVERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON THURSDAY, the 5th day of July, 1906, at Noon, the Steamship ZIETEN, Captain F. von Binner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 3rd July, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 4th July, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 4th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	61. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS	Tons	SAILING DATES.
PRINZ SIGISMUND	3,360	TUESDAY, 24th July.
WILHEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	5,227	TUESDAY, 18th September.

ON TUESDAY, the 24th day of July, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Leuz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£8.00	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.00	£20.00	£14.00	Return £54.00	£36.00
TO SYDNEY	£33.00	£23.00	£15.00	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.00	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } BAYERN ..... WEDNESDAY, 4th July.  
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } PRINZ REGENT LUITPOLD ..... WEDNESDAY, 18th July.

## TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£51. 0. 0.
TO BREMEN	61. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
 AGENTS.

Hongkong, 3rd July, 1906.

## Firmations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels, in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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## "MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.  
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

## F. BLACKHEAD &amp; CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

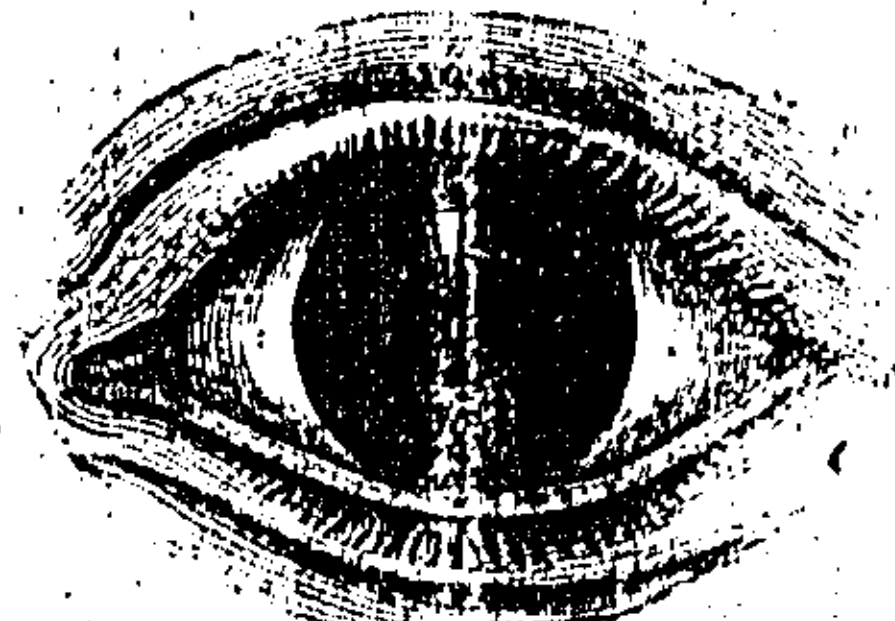
IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX" Always ready for immediate use. Requires only one hand to hold. Weight only 25 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905.

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## EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,  
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C. 59, Bontlick Street. 566, Nanjing Road.

## WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

## S.S. "T. K. HING"

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.

THE ROUND TRIP OCCUPIES only 36 HOURS.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUHING, TAKLING and WUCHOW.

They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ..... \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. CO.,  
 HONGKONG.

Hongkong, 13rd December, 1905.

[14]

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAVA	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAH	JAPAN	First half July	JAVA PORTS	First half July
TJIPANAS	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP	JAVA	Second half July	JAPAN VIA SHANGHAI	First half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.



## Intimations.

Powell's

ARTISTIC

FURNISHERS.

PRESENT DAY  
DESIGNS  
FOR LOCAL  
REQUIRE-  
MENTS.

ESTIMATES

and

DESIGNS

FOR

PRIVATE

RESIDENCES

OR

PUBLIC

INSTITUTIONS

FREE ON APPLICATION.

LETTER

and

COAST  
ENQUIRIESHAVE OUR PROMPT  
ATTENTION.

'Phone: 346.

Tele: "POLO,"

Hongkong.

WM. POWELL,  
LTD.,

ALEXANDRA

BUILDINGS,

Des Vaux Road.

Hongkong, 30th June, 1906

## Intimations.

K. A. J. CHOTIRMALL & CO.,  
8, D'ARQUILLER STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and  
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND  
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES  
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).

HANDKERCHIEF BOXES, GLOVE  
BOXES.

MONEY BOXES, &amp;c.

LINEN HANDKERCHIEFS, JAVA  
SERONGS.MANDARIN COATS, COTTON  
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

A. CHAZALON &amp; CO.

JUST UNPACKED.

A NEW Consignment of the following—

ANCHOVY (Norwegian) in Keps.

SALMON BILLES " "

SALTED HERRINGS " "

MACKERELS " "

GERMAN SAUSAGES in Tins (Assorted).

" " in Skins.

" " ASPARAGUS.

" " VEGETABLES (Assorted).

FRENCH FRUITS in SYRUP (Assorted).

" " STUFFED OLIVES.

" " ANCHOVY in OIL (Bottles).

ALSO

PASCAL'S ASSORTED SWEETS AND TOFFEES.

Hongkong, 12th May, 1906. [61]

F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&amp;c., &amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

P. &amp; O. SPECIAL LIQUOR SCOTCH

WHISKY, &amp;c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905. [61]

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 &amp; 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING

and COPYING in all Styles.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 10th September, 1905. [61]

FURNITURE WAREHOUSE.

LI KWONG LOONG &amp; CO.,

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VAUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club,

Hongkong Hotel, Telegraph Co., Messrs. A.

S. Watson &amp; Co., Ltd., Firms and other leading

Establishments in the Colony, to whom refer-

ence may be made as to the Superior Work-

manship and Materials of the Furniture, &amp;c.,

supplied.

Messrs. A. S. Watson &amp; Co., Ltd. write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON &amp; Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [61]

EDUCATION IN THE SOUTH  
OF CHINA.[WRITTEN FOR THE "NORTH CHINA  
DAILY NEWS"]

A charge is sometimes laid against the

Central Government of China, that it is lacking

in power to make its authority paramount in

the provinces, but like a mortal whose vitality

is low, it is just able to protect its life at the

centre, and must therefore let the extremities

take care of themselves. In the past this

charge was buttressed by facts, and could hard-

ly be successfully rebutted. To-day, however,

it would appear that a reform has been effected,

and the course determined at Peking must be

followed in Yunnan. Perhaps no more marked

example of the change that has come over

China in this regard is forthcoming than the

striking way in which the old educational

system has gone by the board, in the south

which reigned in Manchuria between Russia

and Japan. No doubt that forces have been at

work during the last decade, which though

apparently counteracted for the time, have

made their influence felt, and among them the

edicts for which Kang Yu-wei was responsible.

But this is not what is in our mind, it is

that, as if by magic, the old has gone, gone

suddenly and as irrevocably as the setting

in a listing ship when thrown into the sea by

waters. Until it is yet, but full of promise,

new ideas have arisen above the horizon, and

been at least partially adopted. Not only so,

but the thoroughness of the transition is equal-

ly noteworthy. After the passing of Foster's

Educational Act in England, Board Schools

did not rise more generally, nor more rapidly,

than the new type of Hongkong has risen in

almost every important country town, and to

speak of walked cities, throughout the South

of China. They have come into existence in

hundreds, and probably in thousands. The

aim of the teachers in these Hongkongs is,

as we know, to teach the scholars to

"understand," and to my mind that is the

foundation of all that is to follow. The old

aim was to teach the lad to remember the

sounds which were given to the characters,

often incorrectly, and in the majority of cases

little further was attempted, and nothing

book continued, as sealed to the scholar

as the roll of the Revelation which was sealed

with seven seals. Immediately all this is

changed and the aim of the teacher is utterly

different.

I have recently visited some of these

Hongkongs, in the country districts of Kwang-

tung, and chatted with those who have charge

of the new system of education. The text-books

employed are, compared with the old régime,

as different in their aim as the heavens are

from the earth. Not only are the characters

explained, but most of the textbooks are filled

with illustrations, which, though somewhat

crude, give the scholars some idea at least

of the entity the character represents. I handled

some text-books of natural history, and found

that each character which described an animal

was accompanied by an illustration of the animal

or bird described. The "Hundred Feet"

was indeed a centipede, and a rhinoceros was

a one horned animal standing on the river's

bank. Most of the text-books were illustrated

in the same way. Some illustrations were

amusing. The text-books we found did not

omit to inculcate moral teachings, and called

short chapters teaching, what may be called,

moral philosophy, was one that insisted on the

duty of filial piety. It is well-known it is the

duty of children to rise in the morning to

repay to the room of their parents to inquire

after the health of the latter. Apparently in

China it is assumed that the elders will have

a morning nap, or at least will have offerings

who are up and doing before their elders. An

ideal not generally realised in the West. In

this case, however, according to the illustration

the parents were up and seated side by side,

while the children—prodigies of filial piety—

bowed themselves on the floor before their elders.

But the curious part of the scene comes out when

we discover that both parents are attired in a

Western; the father in a cut-away morning

coat, and the mother in a faultless morning

gown which is decked with lace and other

furbelows. Verily the jumble of ideas in

the peculiar It is, however, assumed that the

illustrations will assist the child to comprehend

the subject-matter taught.

The idea at present in the ascendant seems

to be a secular but moral education, which is

regarded by ecclesiastical parties in England

with so much horror. If Confucius and

Mencius may be regarded as sacred books,

they appear to be excluded from the Hongkong

and in their stead are a gradual system of

moral lessons suitable to the capacity of the

child. Another absolutely new conception is

the doctrine of the Chinese Empire, and the

deception of history a series of facts is

outlined to convince the youthful mind that

escape from this unhappy conclusion is im-

possible. China is not an image of gold with

feet of clay but an image of garnished

gold. If old China in the opinion of the

Chinese once was what Britishers would regard

London as being, "the hub of the universe,"

this point of view has been completely changed.

China is surrounded by a series of boundaries

whose very presence within her boundaries is

indubitable evidence of the condition which

obtains, for when jackals gather around the

lion, he is evidently either ill or moribund. All

this, however, taught not to encourage

despair, nor to point a moral of inability, but

to rouse youthful China to activity and

patriotism. The picture is one of shade and

light. China's territorial area, her dense

population, and her hidden and unsuspected

resources are paraded. Indeed, in this regard

there seems almost a tendency to forget that

a thousand broken cash are not worth a golden

minted sovereign. It is certainly true that both

sides are stated in a manner not to provoke

despair but effort, not to encourage indifference

but patriotism. How the teacher will handle

these facts I cannot venture, but it may be

safely assumed that they will not be ignored

methods must not be overlooked, for assuredly

it will be pregnant of results. Drilling, we know,

is part of the curriculum. But I found in one

large Hongkong, built at enormous cost with

sums sent by patriotic Chinese in Australia

for it is richly carved and erected eye of the

very best of materials—a large number of

dummy rifles made after the manner of the

rifles at present used by the British infantry.

Every day, at the hour appointed for drill,

some time is given to the handling of these

dummy rifles, and though perhaps perfection

of results cannot be commanded by these

methods, the youths will at any rate learn to

distinguish the butt from a real rifle, there will

be this, and more important, in hearts of the young

Chinese a military spirit, especially as this

goes on under the very smiles from tablets of

their ancestors, which rise tier above tier, from

the imaginative youth will see the

spirits of the departed looking on to en-

courage them in their efforts to prepare

to win back their country to their distant

ancestors. The aim of both teaching to the dis-

tinction of Western and encroachment and

Western influence, and appears to show

a disappearance of Christianity. It is unfortunate,

that, in our age, when most other nations are disapproving of religious tests in the sphere of education, that the Chinese Government should impose religious tests both on teacher and scholar. The test is not as complicated as the thirty-nine Articles, but just as effective. Every teacher and every scholar must worship "The Holy Man," by whom is meant Confucius. It is within my knowledge that Christian youths have been expelled because they have declined to conform to this idolatry, and others have been refused admission for the same reason. Whether the imposition of this test is an indication of the depth of their conviction as to the efficacy of the worship as an educational factor, or merely stands for a spirit of bigotry, or the Christian faith, we need not affirm. There is much that is hopeful in the new educational system. The military spirit that is encouraged is suggestive; the obvious antagonism to Christianity is, we think, ill-advised.

## Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS  
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vaux Road Central, Victoria, Hongkong, on SATURDAY, the 14th day of July, 1906, at 12 o'clock Noon, for the purpose of passing the following Resolutions pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 37 of 1905.

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meeting of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (John D. Humphreys & Son) of the one part and the Peak Tramways Company, Limited, of the other part be and the same are hereby rescinded.

2. That the Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "Peak Tramways Company, Limited," of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 201 and 202 of the Companies Ordinance 1863 to enter into an Agreement with the said "Peak Tramways Company, Limited," in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.



## Intimations.



**A. S. WATSON & CO.,**  
LIMITED.

**ERATED WATER**  
MANUFACTURERS.

In the manufacture of High Class Mineral  
Waters the following are essential—

**PURE WATER.**

**UP-TO-DATE PLANT.**

**THE BEST OF MATERIALS**

**EXPERT MANIPULATION.**

All these conditions are obtained in  
Waters of our manufacture.

**Absolute Purity.** Repeated analyses  
both locally and at home guarantee this.

**Up-to-date Plant.** Our policy is to  
continually introduce every modern im-  
provement in machinery and appliances and  
although such changes are invariably costly  
in the first instance the results attained in  
**Perfect Aeration** and economies in  
working justify them.

**The Finest Materials** only are used.

**English Experts** manage our factories,  
and our Waters are acknowledged by lead-  
ing English Makers to be equal to those of  
their own manufacture.

These results have only been obtained  
through constant experiment; the adverse  
climatic conditions of Tropical Climates for  
the successful manufacture of high Class  
Aerated Waters, necessitating special study.

**Our Stone Ginger Beer** is the only  
successful production of its kind in Tropical  
Countries. It at once became popular and  
increasing sales testify to increasing popular-  
ity. Brewed from the finest Jamaica Ginger  
it is perfectly wholesome and is an ideal  
summer beverage.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, 23rd June, 1906.

**GREGOR & CO.,**

10, QUEEN'S ROAD CENTRAL.

**BEER**

**PILSENER.**

**CROWN LABEL.**

**\$13.00**

Per Case of 4 Dozen Quarts.

**\$10.50**

Per Case of 8 Dozen Pints.

**CASH LESS 10%.**

**CREDIT LESS 5%.**

Hongkong, 29th June, 1906.

**DEATH.**  
On the 27th June, at Shanghai, ALEXANDER  
MILLEN, 2nd Engineer S.S. *Peshawar*, aged  
38 years.

**The Hongkong Telegraph**

HONGKONG, TUESDAY, JULY 3, 1906.

**THE YUNNAN RAILWAY.**

Our contemporary in Shanghai, the *North-China Daily News*, has long and deservedly enjoyed a high reputation for accuracy and reliability, a reputation springing from the due regard of sober fact unadorned by the embroidery of fantastical views. But it seems probable that the *Acus* has been led astray in its account of the sufferings endured by the coolies, who were recruited at Tientsin as labourers on the Yunnan railway.

The information on which the newspaper in question based its remarks was forwarded by a member of the China Inland Mission, who declared that he took the story direct from the lips of broken-down coolies, who were trudging all the way from Yunnan back to their homes in Tientsin. Not satisfied with one witness, the missionary took corroborative evidence, and then proceeded to pen a graphic picture of heart-rending "atrocities" inflicted on these coolies by a callous and inhuman French Company. Unfortunately, the language of the missionary was so pathetic that an ordinary reader was apt to consider it high-falutin. It was too vivid altogether, the tale of gangs of men kneeling at the missionary's door and begging for help. He related that: "As soon as they went to work [in Yunnan] they began to sicken and die, so the foreman turned them adrift to get home as they could. The stronger of these refugees have now passed us and the poor, struggling rearward are upon us. They can scarcely rise after sitting down at our door to beg." Armed guards stood over them while they were at work; they were starved, beaten, refused their wages and turned adrift in the end to fend for themselves. Such is the missionary's tale of woe, and the *Acus* comments upon the letter in terms which would bring tears to the eyes of the proverbial crocodile. It cries aloud that "the anguished cry of humanity must be heard;" it speaks of men "seeing their comrades dying around them, helpless, hopeless, and we may depend upon it, hardly used, even if the armed men who drove them into tunnels are an exaggeration." No doubt the author of the jeremiad is a good and godly man, but it is doubtful whether, when it comes to worldly affairs, he is an altogether reliable witness: kindly disposition and a greedy ear for passing events are apt to lead the judgment awry, and a missionary living isolated from the world at large must frequently find that his judgment has become warped for lack of that polish which comes from continual contact with men of his own mental calibre. It is possible that the writer of the narrative which appeared in the *Acus* was regaled by some Chinese mendicants with a story which they had picked up and elaborated in the course of their wanderings through the country. M. Gaston Liebert, the French Consul at Hongkong, who should know as much about the doings on the Yunnan railway as anybody, seeing that he was one of those who had a share in completing the negotiations at Peking, in 1901, declared to a representative of the *Hongkong Telegraph* that the whole story, if represented as having occurred recently, is a pure fabrication. He admitted that when work was inaugurated on the railway in 1904 mistakes were made by the contractors, mainly through ignorance. They knew nothing of the conditions in China; they were unprepared to deal with gangs of Chinese labourers who depended upon them for their rice; and they thought they could pay the men with cheques and banknotes. Of course these were serious errors, but they were not irretrievable. And all this happened two years ago. The best proof that the missionary's tale lacks solid foundation is found in the fact that the recruiting of coolies for the Yunnan railway has the sanction of the Chinese authorities, and is supported by Viceroy Shun of Canton. It is absolutely certain that if there was the slightest suspicion that things were not as represented such support would be rigidly withheld. The theory advanced by Mr. Liebert for the circulation of these stories is at least plausible. He believes that the "agitation" is due to those Chinese who wish to retain all national enterprises in Chinese hands. That feeling was evidenced when the question of the Canton-Hankow railway was under consideration. Then, the Chinese declared that they would have no more concessions to foreigners; they would undertake the construction of the railway themselves, keep the controlling powers in their own possession, and subscribe all the necessary capital from their own resources. No doubt that is a highly commendable spirit, and it was taken as a sign that the Chinese had started on a new era of progress. They had recognised the importance of unity and the value of national pride. But in the case of the Yunnan railway we are faced with

another condition of things. The contract was framed and signed before this new spirit had come into being. The preliminary construction work was commenced before the patriotic feeling had been manifested. And it is only now, after two years, that we have fresh allegations made against the Yunnan contractors. That they made mistakes they do not deny; that they did their best to repair those mistakes seems evident; in these circumstances, it would be well to wait for further corroborative evidence that the contractors have reverted to the methods of the tyrant before accepting as gospel the highly coloured account furnished to our contemporary.

**LOCAL AND GENERAL.**

The Royal Langkat Petroleum Company has largely increased its capital. It is carrying on negotiations for a fusion with the Shell Company.

The June sales of opium in Bengal were 201 lakhs better than the estimate and the May sales in Bombay 2 lakhs worse. The total for the two months was 184 lakhs over the estimate.

RETURN of visitors to the City Hall Library and Museum for the week ending the 1st July, 1906.—Library, non-Chinese 294; Chinese 154; Total 448. Museum, non-Chinese 86; Chinese 278; Total 364.

It is reported that the Russian cruiser *Zemchug*, which went in pursuit of poachers in North Siberian waters early last month, captured 53 Japanese fishermen, who have been taken to Vladivostok.

The Mitsu Bishi Dockyard at Nagasaki has decided to construct another floating-dock, to accommodate steamers of 11,000 tons, for Kobe. The new floating-dock is expected to be completed by May or June next year.

INSPECTOR Withers proceeded against the masters of a grocery shop at 56, Jardine's Bazaar and a wood shop at No. 29, Stanley Street, before Mr. H. J. Gompertz, at the Police Court this morning, with being in possession of false scales, on the 28th ultimo. The inspector proved his case, and the defendants were each fined \$25.

"He does not appear to be very familiar with his account book," said his Honour the Puisne Judge, in the Summary Court this morning, referring to a witness in a case for rent; "he is sure to come here again, so tell him to turn down, or mark the page where the debt is entered, for quicker reference in future cases." "Sure, my Lord," replied plaintiff's solicitor. "He'll be here again without a doubt."

A MEMORIAL service at Yokohama, for the horses killed in the Russo-Japanese war is described in the *Echo de Chine*. For several hours there was before an altar attended by a Japanese priest, a procession of soldiers who in turn extolled the courage, endurance, and sagacity of the horses they had ridden and which had perished on the field of battle. It was a strange spectacle to see men, and women above all, in tears over the memory of these animals.

LUKONGS Nos. 158 and 93 were this morning, at the Magistracy, charged with assaulting a blacksmith at Hunghom on 11th June last. There was also a charge against Lukong No. 391 for assaulting a coolie at Hunghom on the same day. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared to defend the first two defendants. He said that the case was a very complicated one and in order to facilitate the business of the Court he asked for a remand and suggested that both cases should be heard together. The remand was granted until Thursday. Bail \$20 each.

Mrs. Wong Kong Fat, wife of the proprietor of the Hamburg America Line, summoned district watchman No. 80, at the Police Court this morning, for using abusive and insulting language towards her, some nights ago. Mr. Otto Kong Sing appeared for the prosecution. The complainant said that a couple of nights ago she went to the club to fetch her husband. Under the verandah of the club she met defendant who flashed his bull's eye lantern on her face. She told him that she was out on legitimate business and defendant used foul language. She told him not to flash his lantern on her face again, but defendant said that he did not care if she had the Emperor of China's wife, for he would do what he liked. And he did. Then witness summoned him. Defendant said he thought complainant was a thief and he watched her. His Worship fined him \$5.

ONE of the most daring and barefaced robberies that have occurred for some time was committed at midnight yesterday on the Canton steamer wharf, and the perpetrator, a Namtan man, who can count the number of days he has been in the Colony on both hands, and still leave a wide margin, has been put away where he can do no harm for several weeks to come. At twelve o'clock last night when the Canton steamers arrived in port the police officers were searching passengers and luggage were pretty lively at the wharf. An excise officer, who was at the time searching a passenger, felt a tug at his breast pocket and turning round saw a coolie running away. He felt his pocket and discovered that his four-dollar time-piece had gone. He forgot all about the man he was searching and gave chase. A fugitive followed and the coolie was captured lower down the road, but he had dropped the watch in the street. The prisoner was brought back, the watch and chain found, and a journey to the station undertaken. He was placed before Mr. H. J. Gompertz this morning, and sentenced to twenty-one days' hard labour and six hours' stocks.

**YUNNAN RAILWAY.**

**ALLEGED ATROCITIES ON COOLIES.**

REFUTATION BY MR. GASTON LIEBERT.

Some remarkable allegations have appeared recently in the *North-China Daily News* concerning the conduct of the Company which is constructing the Yunnan railway towards the coolies employed on the work. These allegations against the French company emanated in the first instance from a missionary in the North, who related the stories which had been told him by some coolies who had been employed on the railway, and a most lurid picture was drawn of the miseries and sufferings which the helpless coolies were compelled to endure at the hands of their taskmasters. It was stated that the coolies were badly fed, if not half-starved; that they had to live in hovels when they were not compelled to sleep in the open; that two-thirds of those who went to the railway never returned; that the Red River was glutted with the bodies of dead coolies; that the Company withheld the pay of the coolies who managed to survive, and that a host of other atrocities were being committed. A writer in the *Echo de Chine* wrote controverting those statements, although he admitted that mistakes had been made at the outset on account of the company's lack of local knowledge, but it was claimed that these had been rectified and the coolies were coming of their own free will to seek work on the railway. The *North-China Daily News*, basing its remarks on the missionary's statement, declared, on the 28th June, that the Chinese Government must harken to the anguished cry of suffering humanity, and said that, notwithstanding the letter in the French paper, it feared that "a grave scandal" was taking place on the Yunnan railway, and urged that this was clearly a case where "Governments must intervene and protect or restrain their nationals." In view of the serious character of these allegations, a representative of the *Hongkong Telegraph* interviewed, to-day, Mr. Gaston Liebert, the Consul for France at Hongkong. Many here are interested in the construction of the Yunnan railway, and it is of vital importance that both sides of the question should be placed before the public.

THE FRENCH CONSUL INTERVIEWED.  
Mr. Liebert remarked that he was astonished at a newspaper of the standing of the *N.C. Daily News* should have taken up such a prejudiced attitude, seeing that the statements made were not in consonance with the facts. "I have been following this question since negotiations first began in Peking in 1901. I was in Peking at the time and saw the negotiations completed and the agreement signed. There was no feeling then on the part of the Chinese to retain the work of constructing railways in their own hands; but that feeling has since grown and now, seeing that they cannot do anything to recover possession of the railway scheme, they, or at least a number of them, are endeavouring to thwart the French company by spreading tales which will induce coolies to believe that they will be maltreated and thereby prevent the work of recruiting labour being carried out."

"As I said, I know everything there is to be known on this subject. One of the directors of the Yunnan Company was here about a month ago. He is now in Ulanof, but I think he will be back in Hongkong in a short time. They kept me pretty well posted on everything in connection with the recruiting of coolies and the difficulties which were formerly experienced with the Chinese at Canton."

CHINESE AND FOREIGN COMPANIES.  
"My impression is that a good many Chinese in the provinces are opposed to the emigration of coolies on account of what was reported to have happened in the Transal. And there is also, as I have said, the feeling against the building of the railway by a foreign company. Some of the officials, I would not say all of them, and a certain number of the Canton gentry have been very strongly opposed to enterprises in China. We got the contract for the railway long before that new feeling became manifest against European enterprises, and we began building the line before the idea of excluding foreigners from Chinese development schemes prevailed. Since then some of the Canton officials and those in the southern provinces and in Shanghai have done all they possibly could to hinder the work of the railway with the idea that if for some reason or other, especially if through failure to recruit coolies the work had to be stopped, then they would be in a position to buy back the railway from us."

"I must acknowledge that the Viceroy of Canton has acted in a perfectly fair manner in dealing with this question."

MISTAKES WERE MADE.  
"There is no doubt that mistakes were made at the beginning. The company building the railway had no experience of railway work in China. They had built railways in Turkey and also in some parts of Africa, but they had no idea how the work should be conducted in China. When the first batch of coolies arrived the accommodation for them as regards mattresses and supplies—such as rice, etc.—were not exactly what they ought to have been. There was a lack of forethought; of course, they very soon understood what was wanted."

CAUSES OF GRUMBING.  
"You must bear in mind the fact that the Yunnan railway is a private enterprise. The Government of Indo-China has nothing to do with it. Our authorities keep an eye on the line and supervise it in a way and exert a certain control over the company and in the early days made the Company understand that they must alter their methods of providing proper mattresses and having everything ready on their arrival. The Company was always ready to pay the wages of the coolies, but they had not the proper currency. They were ready to give the Chinese cheques or banknotes, but, as you know, the coolies would not look at these; they wanted copper cash. All these little

details had not been understood by the Company.

COOLIES SATISFIED.  
"When some of the agents of the Company came to Canton and Hongkong to go on to Tientsin to recruit coolies they got a good deal of advice from the different Consuls. I gave them a lot of advice and so did my colleagues in Canton and Shanghai. The result was that the condition of things was very quickly altered. The second and third batches of coolies when they arrived at Haiphong and the Namti Valley found everything ready for them. Now they are perfectly willing to work. They could find nothing to find fault with. They have medical attendance, rice, food and all they want."

"FRIGHTFUL STORIES."  
"Some of the first batch of coolies who had not been treated so well as they had expected—not through any bad-will, but through ignorance of things in China—came back to Canton or to Tientsin and told the most frightful stories. There was some foundation, but it was grossly exaggerated. The Viceroy at Canton, misled by those rumours, gave at once in times orders to stop the recruiting of coolies for Yunnan. Since then the new condition of things has been explained to him and to the principal officials in Canton and also in Shanghai. Inquiries were made by the Chinese mandarins under the orders of the Viceroy. They wrote that everything was altered and everything was all right now. The manager of the Company came to Canton about a year ago, saw the authorities there, explained how things were organised now for the coolies and the Viceroy was perfectly satisfied. So much so, that he issued a proclamation, I think about seven or eight months ago, explaining to the population of Canton and the Two Kwang that every precaution was taken to see that the coolies were well treated and well paid and had all they wanted, and saying that there was no objection to further drafts of coolies being sent on. There is no doubt that ever since that time, nearly a year ago now, there has not been the slightest difficulty with the coolies—not the slightest."

A TWICE-TOLD TALE.  
"What I have spoken about refers to the troubles that occurred two years ago. I really cannot make out how those old stories are coming up again in the Shanghai press. There is no reason whatever why they should be revived now."

"What is your impression of the *Daily News* editorial?"

"It is extraordinary. I can't make it out at all. There is not the ghost of a reason for such stories being circulated. They are without foundation. If they had come out two years ago one might have said there was a modicum of truth in them—things happened through ignorance on the part of those in charge. But that was soon got over; experience came quickly."

THE COOLIES' STORIES.  
"What about the coolies' stories to the Rev. D. W. Crofts of the China Inland Mission? According to him the coolies only recently complained that they got 'insufficient food and the strange climate, and poisonous gases (especially in tunnels where men were driven to work by armed guards) ended many lives in agony.'"

"The missionary has been imposed upon. Some vagabond coolies have concocted a wonderful tale in order to gain his sympathy and incidentally to obtain money. An ordinary man of the world would not have been taken in with such stuff, but a missionary—!"

RECRUITING.  
"And the work is proceeding without any difficulty being experienced in recruiting coolies?"

"Difficulty? Not only is there no difficulty; but the coolies are coming of their own accord and offering their services. They are so satisfied with the present conditions that notwithstanding the very bad weather in the summer months, the rainy season, they themselves came forward and asked the Company to go on with the work during the summer. The Company was prepared to stop the work in the Namti Valley, which is the most unhealthy section of the line, for two or three months till the rainy season was over, but the coolies said they would rather go on with the work, and it is going on."

ABSD!  
"They said, according to the missionary, that they have to build their own huts?"

"Absurd. The Company has built houses the same as those at Yumai for the coolies. They are well-looked after when they arrive at Haiphong, medically examined and provided with splendid accommodation."

In conclusion, Mr. Liebert said—"This agitation about the treatment of the coolies on the Yunnan railway is being engineered by somebody who has a desire to see the railway in the hands of the Chinese. But the railway will be completed by the French Company. It will be running in two and a half years. It will be opened well within the time allowed under the contract; you may be quite sure of that."

**BOXERISM IN HUNAN.**

A letter from Changsha, capital of Hunan, states that news has been received from the districts of Siangnan, Ninghsiang, and Linyang, all of which belong to Changsha prefecture, reporting the existence of Boxerism there, the propagators of which cult are trying with some success to get recruits to enter their society. It is the old story that if a recruit assiduously practices certain rites he will within a certain number of days become invulnerable to shot or steel. It would seem that the local authorities of the cities concerned are trying to shut their eyes to the danger that is threatening the peace of their districts, where owing to the famine resulting from the recent inundations the Boxer "professors" do not find it difficult to obtain proselytes, especially as there is some discontent and they are promised much plunder and food if they once join the brotherhood. It is to be hoped that due representations may be made to the proper quarters promptly to suppress this dangerous society in Hunan ere it becomes too large and powerful a body.—*N.C. Daily News*.

**TELEGRAMS.**

**"HONGKONG TELEGRAPH" SERVICE.**

**RISE IN CHINA.**

**REBELS HOLD A CITY.**

PREPARED TO WITHSTAND A SIEGE.

[From Our Own Correspondent.]

Shanghai, 3rd July,

3.10 p.m.

Five thousand members of the Red Association are now holding the town of Hsinchenghsien.

They are preparing to withstand a siege by the Imperial troops.

Several corps have been despatched to the scene by the Imperial authorities.

[N. C. D. News.]

**The Rice Crisis in Hunan.**

Chengchow, Hu., 29th June.  
In Western Hunan rice is extremely scarce. The price has increased by 300 per cent. and is advancing. The people are restless but the officials are on their guard.

The prefect offers to share a small reserve of the Lifeboat Office funds with the Protestant chapel building funds (in relief).

**Death of the Archbishop of Tokio.**

Tokio, 29th June.  
H. G. Mgr. Pierre Marie Osoof, Roman Catholic Archbishop of Tokio, is dead. The funeral takes place to-morrow morning.

**The British Fleet in Japan.**

Tokio, 29th June.  
H. M. flagship *Diadem* has joined the British fleet at Kobe, where there will be a fête in their honour by the Municipality on the 3rd proximo.

**AN AMERICAN VISITOR.**

OPTIMISTIC VIEWS ON THE PHILIPPINES.

Mr. Robert B. Westcott, the Associate Editor of the well-known *Far Eastern Review*, has arrived in Hongkong from Manila, bent on a tour through Japan, Korea, and Manchuria. That the climate of Manila agrees with some patriotic Americans was apparent from the burly appearance of Mr. Westcott, and that it can inspire a whole-hearted appreciation of American methods of colonisation was evident from his optimistic view of the future of the Philippines. According to the genial journalist, the Philippine Islands will yet be recognised as the El Dorado of the Far East, while one might almost come to fancy that Manila will blossom into a new Elysium. It is true that Manila cannot yet boast of buildings similar to those which adorn Hongkong, nor has it the magnificent vista offered by the Peak, but it has gardens which are the haunt of youth and beauty, and if all the world loves a lover then these gardens should be the centre of the earth. In Manila it appears that the chief topic of conversation at present is the coming of the *Drury* dock. People are quite convinced down south that Hongkong is to be eclipsed, and already they are confidently looking forward to the time when Hongkong shipowners will be sending their vessels to Manila to be repaired and overhauled. Probably that will occur about the period when the New Zealanders are gazing on the ruins of St. Paul's, but meanwhile it does not appear that the Hongkong and Whampoa Dock Company need be unduly alarmed. It is interesting to learn that the Filipino is proving amenable to American methods; he is even anxious to become a city workman, and Mr. Westcott pointed out that native labour constructed the electric tramway system, erected the new public buildings, and performed other tasks which all go to prove that the Filipino is willing to work if the inducements are sufficiently great. The Insular Government, according to our visitor, is remarkable for the progress it has made in fathoming the native mind and supplying the native needs. Being a pro-Government man, in the sense no doubt, that he is a good Republican, Mr. Westcott sees good in all that has been done by his country since McKinley's time, and even if mistakes have been made these mistakes have only led to new fields of endeavour. Mr. Westcott carries a breezy personality with him, and should enjoy his trip to the Far North. He proposes to study the conditions of the country now that Japan has introduced modern ideas into Korea, and his experiences should furnish valuable information to those interested in affairs in the North.

THE re-hearing of the case in which a tramway conductor was charged with stealing 300 tickets, valued at \$5, the property of the Company, was concluded at the Police Court this afternoon. Mr. F. A. Hareland refused to alter his former decision and the lad—who is alleged to be the son of a wealthy Canton merchant—was removed to the Victoria Gaol to undergo six months' hard labour.

**SHIPPING AND MAILS.**

MAILS DUE:

American (*Hongkong Mail*) 7th inst.  
Indian (*Namang*) 11th inst.  
Canadian (*Tartar*) 17th inst.  
American (*Korea*) 18th inst.

The Imperial German Mail s.s. *Zieten* left Foochow this morning at 6 a.m., and may be expected here on 4th inst. at 1 p.m.



## TELEGRAMS.

[Russia.]

Russia.

LONDON, 1st July.  
St. Petersburg newspapers are being constantly confiscated, and revolutionary meetings among the troops increasing.  
The transference and disbandment of batteries are of daily occurrence.  
The new Russian loan has receded to 5 per cent. discount.

Later.

## Disastrous Railway Accident in England.

The American Line boat express from Plymouth ran off the rails at Salisbury, on the London & South Western Railway.  
Twenty-four of the passengers, almost all Americans, were killed and twelve injured. There were in all 47 passengers.  
The engine left the rails and dashed into the guard's van of a milk train, killing the guard. It then dashed over the girders of a railway bridge; three coaches were totally smashed, and the killed were terribly mangled, including the driver and stoker.  
Several prominent Americans, who got on board the liner at New York, did not land, but proceeded to Southampton, escaping the accident.

## Obituary.

The death of Sir Wilfred Lawson is announced.

## CLAIMS FOR RENT.

## SUMMARY OF LAND COURT.

In Summary Jurisdiction this morning, His Honour, Mr. A. G. Wise, Puisne Judge, presiding, the Sham-shui-po Land Investment Co., Ltd., of No. 72 Wellington Street, Hongkong, sued Wong Kwai, of the Yuen Ke Chon, No. 50 Upper Cross Street, Sham-shui-po, for the recovery of the sum of \$292.20. The plaintiff's claim was for \$292.20 for arrears of rent due from 1st July, 1904, to 31st May, 1906, at the monthly rate of \$40, in respect of Lot No. 2,325, situated in the New Territory, or, in the alternative, the plaintiff claimed from the defendant the sum of \$292.20 for the occupation and use of the premises aforesaid.

Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff, the defendant neither appearing in person nor by representation.

His Honour: There is a question whether this case can be brought in this Court.

Mr. Deacon: Yes, my Lord, that is so.  
His Honour: The Ordinance requires that cases relating to land in the New Territory shall not commence in the Summary Court.

Mr. Deacon held that that only related to questions of title and not to questions of rent, and proceeded to quote further authorities.  
The defendant not being present, His Honour, in accepting the authorities quoted, held that the case could be heard in this Court, and said that the plaintiff had better prove his claim in the usual way.

Mr. Deacon: He is here, my Lord.  
His Honour: I should like to shift the onus of this on to the Land Officer, if I could.

Mr. Deacon: Quiet so, my Lord; there will probably be some knotty questions in these cases.

Plaintiff was called then, and produced his books in proof of the claim, and said that no rent had been paid, and the sum of \$292.20 was still due and owing.

Judgment with costs for plaintiff.

## AN ABUSIVE CHAIR COOLIE.

## WELL DESERVED PUNISHMENT.

Before Mr. P. A. Hazeland, at the Magistracy this morning, a licensed chair bearer, from Victoria Gap coolie house, Peak, was charged by Miss Lee, a nurse in the Victoria Hospital, Peak, with using insulting and abusive language towards her, and also with behaving rudely towards her, on 1st instant.

According to the evidence heard, it appeared that between 7 and 8 o'clock on the night in question, Miss Lee engaged chair No. 28 at Mountain View to return to the hospital, in Barker Road. When the chair arrived at the Tramway Station the coolie threw the chair down violently and refused to proceed any further, and used filthy language towards her. She spoke to the men telling them that her destination was at the other end, and once more they picked up the chair. But this time their behaviour got worse, for they bumped the chair about in a violent manner, and on arriving at her destination the chair was again violently thrown down and more language used.

His Worship found defendant guilty, and imposed a fine of \$5, with the option of fourteen days' hard labour.

We learn that the police will look into the matter now and there is every reason to believe that the impudent coolie's licence will be cancelled.

A SKEUL message states that the man who threw a stone at the railway carriage occupied by Marquis de la Roche named Yi Manjo. He was arrested by Japanese gendarmes but, according to the telegram, it is believed that the stone was thrown in fun.

## THE "PROMETHEUS" ASHORE.

The captain of the German s.s. "Chow Fa," which arrived in harbour this morning, reports that on leaving Bangkok, on the 27th ult., he passed the Norwegian s.s. "Prometheus," which is under charter to the Nippon Yusen Kaisha, ashore at Kohsichang, at the mouth of the Bangkok river. The "Prometheus," it is understood, was subsequently floated, and returned to Bangkok, to undergo necessary repairs, after discharging a portion of her cargo. It was not anticipated that the "Prometheus" sustained much damage.

## PARTNERSHIP DISPUTE.

## THEFT OF A BLANKET.

Two partners in a piece-goods firm at Yau-mat fell out recently over the alleged high-handedness of one of them and from this and other matters relating to the dispute the man figured in the dock, at the Police Court this morning, the other being the prosecutor. The charge against him was that of stealing a blanket from his partner, yesterday and trying to "jump" the Colony. When the complainant missed his blanket he went on board s.s. "Hankow" and arrested defendant, who was still in possession of his property. At first there was the question of "spite work" in the minds of those who heard the case, but when defendant admitted that the blanket was the property of the complainant and added that he took it because he could get no other, that theory was dissipated. "I can see there has been a dispute between you and the complainant," said His Worship in giving his decision. "You might have been partners in business, but still you cannot take away his property without permission. You will go to goal for seven days." The complainant, in evidence, said that his share in the piece-goods firm was \$100, while that of the defendant was only half that sum. Lately the business has been going to rack and ruin owing to the work of the accused, who appeared to be simply there to sell the goods quietly at night, and pocket the money. This has been going on for quite a while and defendant was liable to the firm to the amount of several taels. His intention was not to return to the Colony when he arrived at Canton.

## THE CHARGE OF ARSON AT YOKOHAMA.

## FORMER BRITISH SUBJECT SENTENCED TO PENAL SERVITUDE.

We learn from the *Japan Herald* that in the criminal section of the Yokohama District Court Takabashi Eikichi, a naturalized Japanese (formerly F. J. Curtis, a British subject), charged with arson, was sentenced to twelve years' penal servitude. Judge Satomi, in delivering sentence, said the Court presumed that on April 16th this year the accused committed arson in his own house for the purpose of obtaining the sum of ¥2,000 for which his furniture was insured. The act came under the purview of Article 403; but in consideration of the fact that the deed was not committed with the intention of committing a crime, the sentence would be commuted by two degrees, and accused sentenced to twelve years' penal servitude. The cost of the trial was to be borne by the accused. Five days were allowed the accused in which to appeal against the decision.  
It is understood that the accused has notified his intention of appealing.

## JAPANESE DOCKYARD AT SHANGHAI.

The Kawasaki Dockyard Company of Kobe is now building at Shanghai a shallow draft gunboat to the order of the Japanese Navy. The vessel is to be named the *Fushimi*, and is expected to be launched by the middle of next month. The dockyard company has purchased a lot of land, 17,000 *tsubo* in extent, in Shanghai, where a shipbuilding yard is to be established. On the authority of Mr. Kawasaki, Vice-President of the company, who recently returned from Shanghai after a long stay and is now in Tokyo, the *Jiji* observes that Shanghai attracts a considerable number of vessels for repair. During last year, 367 steamers were docked in Shanghai, in addition to a large number which were repaired while at anchor. The Chinese Government has decided to dredge the river at Shanghai at a cost of 25,000,000 taels, and when this work is completed, the number of steamers visiting the port will grow greater. Dockyards at Shanghai are in many cases conducted by joint-stock companies of foreigners and Chinese, with European engineers and Chinese operatives, and great inconvenience is experienced by steamers requiring repairs in consequence of the irregularity of the Chinese workmen. When work is started by experienced Japanese, success is assured, says Mr. Kawasaki, and when the Japanese dockyard is completed, all Japanese warships in Chinese waters and merchant vessels will utilize it, instead of paying a high price to foreign dockyard companies.—*Japan Chronicle*.

ALEX Comar, an eighteen-year-old boy, who styles himself manager of the Cosmopolitan Hotel, appeared before Mr. H. J. J. Gompertz, at the Magistracy this morning, in charge on a charge of being a nuisance. He was charged with having in a disorderly manner at the hotel last night. Inspector Warnock had also a charge against Argute for being riotous in the Central Station charge-room. The defendant admitted both charges. Alex, in the witness-box, said that last night defendant, with a friend, entered the hotel, ordered meals and drinks and when the bill—which amounted to \$5—was presented he refused to ante up, and when asked to pay got disorderly. His Worship imposed a fine of \$5 on each charge.

## THE SPANISH ANARCHIST OUTRAGE.

## FURTHER DETAILS.

## MORALES DISOWNED BY HIS FATHER.

A telegram from Madrid of the 4th June states that the authorities are convinced that Manuel Morales, the "man who" committed the outrage at Torrejon de Ardos, just as he was about to be taken into custody, was the author of the bomb outrage against the King and Queen of Spain.

Morales was recognised in the little town of Torrejon de Ardos, midway between Madrid and Alcala. A guard sought to detain him, but Morales, drawing a revolver, shot the guard dead. Then he turned to flee, but a number of the inhabitants of the town were upon him, and, turning the revolver upon himself, he sent a shot in the region of his heart, expiring a few minutes later.

The proprietor of the hotel from the balcony of which Morales threw the bomb, viewed the body and positively identified it as that of his recent guest.

It was eight o'clock on Saturday evening when Morales, disguised in the garb of a working-man, entered the station at Torrejon de Ardos. He asked a child, who was in charge of the office, the time the next train would depart for Barcelona. His Catalan accent first attracted attention to him. It was then noticed that his workman's suit was entirely new and did not correspond to the garb worn by a person of his station in life, his face and manners showing him to be a man of some distinction.

A private watchman from a neighbouring estate chanced to be present, and he noticed the facial resemblance of Morales to the descriptions given out of the man seen on the balcony from which the bomb was thrown, particularly the long, thin and deeply serious face and the closely-cropped moustache. He then observed that a finger on the man's left hand which the stranger was trying to conceal was badly hurt and that there was also a small fresh scar on his forehead.

The stranger started out on a road leading to the country, but the watchman intercepted him and demanded to know his identity. Morales declined to give this, whereupon a guard arrested him.

Instantly Morales drew a revolver from his pocket and fired, the guard falling dead. Morales started up the road, but a small group of villagers barred his passage. Then, turning around, he deliberately pointed the weapon to his heart, fired, and pitched forward to the roadway.

An examination of the pockets of the dead man showed that they contained about 47 in money and a small supply of bread and cheese, but there was nothing in them that would give a clue as to his identity.

This fact created a doubt that the man was Morales, but when the Governor of Madrid arrived with Cuesta identification was immediate and positive. The body was then brought to Madrid. At first there was a desire to bury it at Torrejon de Ardos, but when this was suggested the villagers indignantly refused to permit the body to repose in their town.

Villagers of Torrejon de Ardos gave a graphic description of the capture and death of Morales. They say he appeared to be greatly fatigued and fell asleep on a bench at the station. On entering the station he called for dinner, but scarcely tasted a morsel.

The loquacious proprietor of the inn discussed with him the prevailing topic of the throwing of the bomb at Madrid, declaring it a heinous crime. At this the stranger shifted nervously, saying: "Everyone has his own ideas, which should be respected." Shortly after this he tried to leave the room.

After shooting himself Morales fell in the purpose of allaying public indignation, toward the spot with the most venturesome of them, Francisco Martinez, leading, saw Morales make a desperate effort to raise himself on his elbow, his right hand still grasping the revolver. Then the wounded man fell back toward the wall, and waited a few minutes before going closer, leaving that he might still be able to use the weapon.

A close examination of the dead man showed that there were three abrasions on the body besides the death wound—one on the hand, one under the left eye and one on the forehead. His disguise was complete to the last detail, even including the com on steel watch ordinarily carried by workmen.

The body of Morales was exposed for the purpose of allaying public indignation. Thousands of persons surged before the municipal morgue, seeking to get in line to be admitted to the room where the body lay, but cavalry and infantry blocked the efforts of the throng, which murmured imprecations upon the assassin.

Public feeling was intense because of the great number of victims. It is seldom that a bomb explosion has had such a deadly effect. In this instance there were twenty-four persons killed and more than eighty wounded. Final disposition of the body of Morales has not yet been determined upon, but the public demands an ignominious burial.

Senior Morales, father of the dead anarchist, was seen at Barcelona, and is the proprietor of a prosperous factory there. He has a strong individuality and is highly respected. Answering the questions of an inspector of police concerning his son, he said:

"I wish to know nothing of this infamous creature formerly bearing my name. I have not considered him my son since I drove him from my house in March. The reason for his being cast out was purely domestic, and I beg to be excused from discussing it. I don't know whether he was connected with the attempt on the lives of the King and Queen, as I have considered him dead since he was cast out on March 1st."

Morales' brother, Facundo, gave these details concerning the dead man. At an early age he was sent to the mercantile centres of Germany and France, where he became an expert in textile production, but his natural bent was chemistry, and he returned to his home with a library of German and French works on chemistry. His morose disposition led to family troubles which culminated in his father disowning him. Then Morales translated German chemical books for the Ecole Moderne at Barcelona. He lived quietly in a boarding-house and had some acquaintances. He left Barcelona recently, saying that he would be gone for a long time.

## BREACH OF SHIPPING RULES.

## A CONVICTION REGISTERED.

The master of the trading junk, who was yesterday charged by Inspector of Junks McIlvor, and remanded until today, with attempting to leave this Colony on Saturday, without being in possession of a proper port clearance, surrendered to his bail of \$25 at the Magistracy this morning. It will be remembered that the case was adjourned to allow Mr. McIlvor to produce the counterfoil of the port clearance book to ascertain the time that the port clearance was issued.

The counterfoil was produced and from evidence adduced by the prosecution, it was learnt that the port clearance was issued after the arrest of the defendant. A few questions put to the defendant by the Court and which were straightforwardly answered also went against defendant.

His Worship: "When did your boat leave after all?"  
He forgot himself and added: "We ought to have left on Saturday, if I had not been arrested!"

His Worship: "So you were thinking of leaving the port on Saturday?"

A fine of \$15, or one month's hard labour was imposed.

## BABY KILLING AS A TRADE.

## TERRIBLE DISCOVERIES AT OSAKA.

## ALLEGED MURDER OF A HUNDRED CHILDREN.

According to the *Kobe Herald* of 26th ult., it is reported that on Sunday afternoon some children playing beside an old well attached to a house at Nihonbashi, 4-chome, Osaka, belonging to a Jirokishi-man named Hirooka Manzo, saw something which they took to be a dead dog lying in the water. Having learnt of the incident, two policemen proceeded to the well and removed the body, which proved to be that of a baby. The well was then searched, with the result that three bags, each containing the dead body of a baby, were discovered.

Suspecting that the wife of the Jirokishi-man, a woman of fifty-four years of age, might be cognisant of the matter, the police at once conducted an investigation at her house. Three babies were found on the premises, two of whom were dying of starvation, while the third was tightly bound in a "futon" and was almost on the point of death. Three bags similar to those in which the dead babies were wrapped were also discovered. The woman confessed that she had been in the habit of taking in babies on payment of from six to seven yen each and that she made a practice of subsequently killing them. It is said that it has already been ascertained that fifty babies have been murdered by the woman, and that it is believed that the total number of babies killed by her is as many as one hundred.

When questioned, the woman stated that she threw the babies into the well at about 9 or 10 p.m., when a public tap was running, so that the noise was not heard. She said, however, that she killed the infants before putting them into the well by suffocating them in "futon."

According to the lengthy accounts of this terrible affair which are published in the Japanese papers, the woman has been carrying on baby-killing as a regular business for the past ten years. She was assisted by a number of old women, who collected babies from various parts of the country. They generally received about ¥10 from the parents, out of which they deducted ¥2 or ¥3 for themselves.

The riksha-man and his wife and several women who are believed to have been accomplices are now in custody.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

## Selling.

London—Bank T.T.	.....2 1/2
Do. demand	.....9 1/16
Do. 4 months' sight	.....13 1/16
France—Bank T.T.	.....2 1/2
America—Bank T.T.	.....2 1/2
Germany—Bank T.T.	.....2 1/2
India T.T.	.....159
Do. demand	.....159
Shanghai—Bank T.T.	.....72 1/2
Singapore T.T.	.....10 1/2 prem.
Yokohama—Bank T.T.	.....104
Yokohama—Bank T.T.	.....12 1/2

## Buying.

4 months' sight L/C.	.....15 1/16
6 months' sight L/C.	.....15 1/16
30 days' sight San Francisco & New York	.....5 1/2
4 months' sight do.	.....5 1/2
30 days' sight Sydney and Melbourne	.....3 1/2
4 months' sight France	.....1 1/2
6 months' sight	.....2 1/2
1 months' sight Germany	.....2 1/2
Bar Silver	.....30 1/2
Bank of England rate	.....31 1/2
Governor	.....9 3/8

At the extraordinary meeting of shareholders of the Hotel des Colonies Co., Ltd., to be held at Shanghai, on Friday, the 6th proximo, a system of refunding capital by degrees was come up for discussion. It is proposed to pay back to shareholders Tls. 5 per share at the end of the season 1906-1907 by disposing of the present amount of sinking fund, viz. Tls. 29,753, together with the estimated profit for the current year, viz. Tls. 30,000, which is calculated on a basis of 10 per cent. less than last year. It is further proposed to continue to pay back every alternate season another Tls. 5 until the entire capital is refunded before the end of 1915, shareholders being promised a dividend of 10 per cent. on the gradually reduced capital for each alternate season when the refund is not made. Practically the scheme amounts to not made. The company is now paying back Tls. 25 per share in nine years, while at the same time paying interest on the face value of shares at the rate of 5 per cent per annum.

## SHANGHAI DOCKS.

## FINAL DIVIDEND TLS. 4.

Messrs. E. S. Kadoorie & Co. write us under to-day's date:—"We beg to inform you that we are in receipt of telegraphic advices from Shanghai that the Shanghai Dock & Engineering Co., Ltd., have declared a final dividend of Tls. 4 per share, making in all Tls. 8 per share for 1905/1906."

"We are also informed that the meeting of shareholders is to be held on 17th inst., and the transfer books close on 9th inst."

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 3rd at 12.10 p.m. The barometer has fallen in Manila apparently owing to the existence of a depression in the Pacific to the E. of Luzon.

The depression mentioned yesterday has reached E. Japan, and another depression has appeared over N. China.

Moderate S. winds are indicated in the Formosa Channel and moderate SE. and E. winds over the N. part of the China Sea.

Forecast:—SE. or variable winds, light showery.

## To-day's Advertisements.

## PUBLIC AUCTION.

## AT F. KIENE'S Sales Rooms, KOWLOON.

## TO-NIGHT.

## MISCELLANEOUS GOODS.

TERMS:—As usual. F. KIENE, Auctioneer, Kowloon.

Hongkong, 3rd July, 1906. [69]

## "THE GLORIOUS FOURTH OF JULY."

## TO-MORROW BEING THE AMERICAN INDEPENDENCE DAY.

MR. J. W. OSBORNE, of the KOWLOON HOTEL, will be "At Home" from 5 to 6.30 p.m.

Hongkong, 3rd July, 1906. [69]

## NOTICE.

WE hereby beg to notify our Customers that WE CANNOT ACCEPT MORE THAN TWO DOLLARS in Subsidiary Coins in payment of your accounts AND OUR SHROFFS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.

A. S. WATSON & CO., LTD. [697]

## NIPPON YUSEN KAISHA.

## HONGKONG-SWATOW-BANGKOK LINE.

## FOR BANGKOK VIA SWATOW.

## The Chartered Steamship

## "KANJU MARU."

Captain —, will be despatched as above, on or about TUESDAY, the 10th instant, at Noon.

To be followed by

The Chartered Steamship

## "PROMETHEUS."

Captain Cornhillson, on or about TUESDAY, the 17th instant, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Prince's Building.

Hongkong, 3rd July, 1906. [698]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## The Steamship

## "EMPIRE."

Captain B. L. John George, will be despatched as above, on SATURDAY, the 28th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 3rd July, 1906. [699]

## NORDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 9th instant, at 9.30 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 2nd July, 1906. [700]

## Intimations.

## A SMALL SELECTION

## FROM THE

## ROBINSON PIANO Co's

## (STOCK OF

## GRAMOPHONE RECORDS.

DANILENO'S *inimitable Comic Patter*: The Huntsman, Who does the house belong to, Going to the Races, The shopwalker, The Muffin man, Mrs. Kelly, McClellan's men.

HARRY LAUDER'S *Famous Scotch Comic Songs*: Killiecrankie, Referee, Stop your Ticking Jock, I'm in the noo, She is my Daisy, Mister John Mackay.

GEO. ROBBY. Prehistoric men, Poor thing, I live underneath, Kindness rewarded.

ARTHUR ROBERTS' *Trial by Jury*, Topsy Turvy, For Thee.

LOUIS BRADFIELD and FARROA in songs from all the latest operas.

ANDREW BLACK. Annie Laurie, Piper O'Dundee, Land o' the Leal, MacGregor's Gathering, Bank of Allen Water, March of the Cameron men, Scots wha hae.

BEN DAVIES. Songs of Araby, My Pretty Jane, When other Lips, Tom Bowling.

EDWARD LLOYD. Holy City, Death of Nelson. Yes, let me like a soldier fall, When all the world is fair.

JOHN HARRISON. 'Tis the Day, Come into the Garden Maud, Sailor's Grave.

FRANCISCO. La Paloma, Prologue from Pagliacci, Toreador song, La Marseillaise, Lost chord, Largo al Factotum.

BAND SELECTIONS, by Coldstream and Grenadier Guards, Besses of th' Barn, La Garde Republicaine, Bohemian Orchestra, &c.

Faust, Chinese Honeymoon, Toreador, Gondoliers, Cingalee, Balls of New York, Orchid, &c.

## SOUZA



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"OANFA"	4th July.
GLASGOW and LIVERPOOL	"LAERTES"	12th "
GLASGOW and LIVERPOOL	"POLYPHEMUS"	12th "
GLASGOW and LIVERPOOL	"ACHILLES"	19th "
GLASGOW and LIVERPOOL	"ALCINOUS"	26th "
GLASGOW and LIVERPOOL	"DIOMED"	2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd "
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	9th "

The S.S. "Oanfa" left Singapore on the morning of the 29th ulto, and is due here on the 4th inst.

The S.S. "Astanax" left Singapore on Saturday morning, 30th ulto, for Shanghai direct.

## HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July.
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th "
GENOA, MARSEILLES & L'POOL	"PATROCLOS"	20th "
LONDON, AMSTERDAM & ANTWERP	"PINDARUS"	31st "
GENOA, MARSEILLES & L'POOL	"ORESTES"	14th August.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
LONDON, AMSTERDAM & L'POOL	"ALCINOUS"	30th "

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"OANFA"	6th July.
	"TELEMACHUS"	4th August.

## WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	12th July.
	"TYDEUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 2nd July, 1906.

## CHINA NAVIGATION CO., LIMITED.

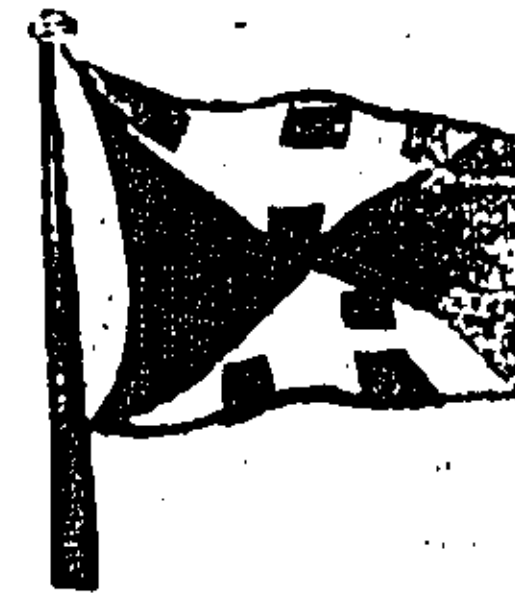
FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"SUNGKIANG"	6th July.
CHEFOO and NEWCHANG	"KWEIYANG"	7th "
MANILA	"TAMING"	10th "
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENTSIN	"HUICHOW"	12th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTO"	18th "

The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily  
qualified Surgeon is carried.Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 3rd July, 1906.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon staterooms—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 7th July, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 14th July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 30th June, 1906.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ANGLO SAXON"	10th July.
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 19th June, 1906.

## Dentistry.

Dr. M. H. CHAUN.	TSIN TING.
THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY, 37, DES VOUX ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 12nd July, 1905.	LATEST METHODS OF DENTISTRY. STUDIO AT NO. 14, D'AGUIAR STREET. REASONABLE FEES. Consultation Free. Hongkong, 10th July, 1905.

## Shipping—Steamers.

HAMBURG-AMERIKA LINIE.  
EAST ASIATIC SERVICE.

## HOME-LINE.

## STEAMERS.

DESTINATIONS.	TO SAIL
ALLESIA ..... YOKOHAMA AND KOBE	5th July.
SPEZIA ..... SHANGHAI, YOKOHAMA AND KOBE	6th July.
SAMBIA ..... SHANGHAI, YOKOHAMA AND KOBE	18th July.
SAXONIA ..... SHANGHAI, YOKOHAMA AND KOBE	25th July.

## HOMEWARD.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE  
LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

STEAMERS.	DESTINATIONS.	TO SAIL
* RHENANIA ..... Capt. von Hoff	HAVRE, ANTWERP, BREMEN & HAMBURG, and NAPLES for Landing Passengers, (Calling at S'PORE, PENANG & COLOMBO).	10th July.
SCHWABZBURG ..... Capt. Fasse	HAVRE and HAMBURG, (Calling at S'PORE, PENANG & COLOMBO).	24th July.
ALLESIA ..... Capt. Lüning	HAVRE and HAMBURG, (Calling at S'PORE, PENANG & COLOMBO).	7th August.
SPEZIA ..... Capt. Müller	HAVRE and HAMBURG, (Calling at S'PORE, PENANG & COLOMBO).	21st August.
* SILESIA ..... Capt. Böhle	NAPLES, HAVRE and HAMBURG, (Calling at S'PORE, PENANG & COLOMBO).	4th Sept.

\* This steamer, specially built for the tropics, has splendid accommodation for first class  
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,  
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,  
smoking room, etc.The steamer is lighted throughout by electricity and carries Doctor, Stewardess and  
Washerwoman.The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,  
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be  
followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

## COAST SERVICE.

STEAMERS.	TO SAIL
LYEEMOON ..... SHANGHAI	5th July. Freight and Passengers.
AMBRIA ..... SINGAPORE AND CALCUTTA	7th July. Freight.
LYDIA ..... SHANGHAI AND CHINKIANG	9th July. Freight and Passengers.
ITHAKA ..... SHANGHAI AND CHINKIANG	To follow.
DAPHNE ..... NAGASAKI AND WLADEVOSTOK	End of July. Freight and Passengers.

\* Taking Cargo on through Bills of Lading to Chemulpo, all Yangtze and Northern China ports.  
For Freight and Passage apply toHAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE.For steamers of the Coast Service marked \* to  
SIEMSEN & CO.

Hongkong, 2nd July, 1906.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

FOR	STEAMSHIP	ON
SHANGHAI	"KWONGSANG"	WEDNESDAY, 4th July, 4 P.M.
TIENTSIN	"CHEONGSHING"	WEDNESDAY, 4th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	FRIDAY, 6th July, 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 6th July, 4 P.M.

Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 3rd July, 1906.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND OREGON.

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldmann	WEDNESDAY, July 11th, at Noon.
"ARABIA"	4,183	Metzenhain	August 14th.
"ARAGONIA"	5,198	Emst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

## COMPAGNIE DES MESSAGERIES

## MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## FOR SHANGHAI, KOBE AND

## YOKOHAMA.

## THE Company's Steamship

## "ARMAND BEHIC."

Captain Barillon, will be despatched as

above, on or about the 6th instant, at Noon.

For Freight or Passage, apply to

G. DE CHAMPEAUX,  
Agent.

Hongkong, 2nd July, 1906.

## "GLEN" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

## THE Steamship

## "GLENESK."

Captain J. Rafferty, will be despatched as

above, on or about the 10th July.

For Freight and Passage, apply to

MCGREGOR BROS. &amp; GOW.

Hongkong, 18th June, 1906.

## ORIENTAL PACIFIC LINE.

## FOR YOKOHAMA AND SAN FRANCISCO.

## THE Steamship

## "DAKOTAH."

will be despatched for the above Ports, on or

about the 10th of August.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 28th June, 1906.

## HONGKONG AVERAGE MARKET

## PRICES.

Corrected 28th June, 1906, cts. per 5 Max.

## BUTCHER MEAT.

Meat	Price
Beef—Prime—Mei Lung Pa B.	20
" Corned—Ham Ngau Yuk	20
" Roast—Shin	20
" Breast—Ngau Lam	18
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	20
" Serjoin—Ngau Lau	18
" Sausages—Ngau Yuk Chang	20
Bullock's Brains—Know	10
" Tongue—fresh—Ngau Li	50
" Corned—Ham Ngau Li	60
" Head—Ngau Tau	60
" Heart—Ngau Sum	12
" Hump, Salt—Ngau Kin	20
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yiu	7
" Tail—Ngau Mei	17
" Liver—Ngau Con	12
" Tripe (addressed)—Ngau To	7
Calves' Head and Feet—Ngau-chai- tau-chook	100
Mutton Chop—Young Pai Kwat	24
" Leg—Young Pai	24
" Shoulder—Young Shau	24
Pigs' Chittlings—Chi cheong	24
" Brains—Chi Kerk	per set
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	15
" Heart—Chi Sum	each
" Kidneys—Chi Yiu	pair
" Liver—Chi Kon	28
" Pork, Chop—Chi Pai Kwat	28
" Corned—Ham Chu Yuk	—
" Leg—Chu Pei	22
" Fat or Lard—Chu Yau	15
Sheep's Head and Feet—Young Tau	—
Keok	set
" Heart—Young Sum	each
" Kidneys—Young Yiu	10
" Liver—Young Con	24
Sucking Pigs, To Order—Chu Chai	—
Suet, Beef—Sang Ngau Yau	16
" Mutton—Sang Yeung Yau	24
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

## FRUITS.

Fruit	Price
Almond—Hung Yan	18
Apples, (California)—Kam San Ping	35
" (Chafoo)—Tin Choo Ping	—
" Small—Hoi Tong	—
" Custard—Fan Lai Chai	—
Bananas, fragrant, Canton—Sang Sheng	3
" (brides), Macao—San Heung Chai	—
Chestnuts, Chinese—Fong Lut	10
Carambola—Young Tou	—
Cocoanuts—Yeh Tsz	9
Grapes—Sin Tai Tsz	—
Lemons, China—Ning Moong	20
" Amer.—Kum San Ning Moong	5
Licenses, Dried—Lai Chi Con	14
" Fresh, Lai Chi	15
Limes, (Saigon)—Sai Kung Ning	4
" Moong	15
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	24
Mangosteens, San Chuk Tsz	24
Oranges, (Canton)—Sang Sheng Tim	17
" Chang	—
" Small—Tai Kut	—
" Mandarin—Tin Kut	8
Olives—Pak Lam	—
Pears, (American)—Kam San Shut Li	—
" (Canton), Cooking—Sa Li	—
" (Shanghai)—Sheung Hoi Li	20
Peanuts, Fa Sang	10
Persimmons Large—Hung Chie	—
Pine-apples, 1st quality—Sheung Poon	—
" 2nd quality—Chung-tang	10
" Paw-law	—
Platams—Tai Chen	2
Plums, Swatow—Hung Lai	5
Pumelo, Siam—Chim Lo Yau	18
Walnuts, Hop Tsz	12
" Green—Sang Hop Tsz	—

## VEGETABLES, &amp;c.

Vegetable	Price
Artichokes, Shanghai—Sheung Hoi Ah	10
" Chi Chank	—
Beans, (French) Macao—Oh Moon Pin	12
" Tau	—
Beans, (French), Shanghai—Sheung Hoi	—
" Pin Tau	—
Beans, Sprout—Ah Chai	—
Beans Long—Tao Kok	8
Beet Root—Hung Chai Tau	2
Brinjals, Green—Chang Yuen Ker	4
Brinjals, Red—Hung Ker	4
Brassica—Pak Choi	4
Bamboo Shoots—Chook Shun	—
Cabbage, Chinese, com.—Kai Choy	5
Cabbage Root—Kai Lan Tau	2
Cabbage, (Shanghai)—Yeh Chai	—
Cane Shoots, bunch—Kau Shun	—
Cauliflower, Large size—Tai Yeh Chai	—
" Fa	—
Cauliflower, Medium size—Cheung Yeh	—
" Choi-fa	—
Cauliflower, Small size—Sai Yeh Choi-fa	—
Carrots—Kam Shun	5
Celery, Chinese—Tong Kan Choy	8
Celery, English—Young Kan Chai	—
Celery, White—Pak Young Kan Chai	—
Chilies Dried—Con Lat Chiu	10
" Red—Hung Fa	10
" Green—Cheng Lat Chiu	10
Curry Stuff, English—Ka Lee Choi Liu	8
Cucumbers—Cheng Kwa	1
Bitter Squash—Fu Kwa	—
Garlic—Suen Tau	6
Ginger, young—Sun Tsz Keung	10
" old—Lo Keung	6
Horseradish, Shanghai—Lik Kau	28
Indian Corn—Suk Mai	4
Lettuce—Young Sang Choi	1
Water Chestnuts—Ma Tai	5
" Mandarin—Kwai Lum Ma Tai	5
Mushrooms Fresh—Sang Chai Kho	63
Onions, Bombay—Young Chung Tau	6
" Green—Sang Chung	4
" Shai—Sheung Hoi Chung Tau	—
" Japan—Yat Poon	—
Okroes—Mo Ker	—
Parsley, English—Young Un Sai	10
Gradus Pea	6
Green Peas—Cheng Tau	—
Peas, Sweet—Fan Shu	2
Peas, Shanghai—Sheung Hoi Shu	—
" Tsai	3
" Japan—Yat Poon Shu Tsai	3
" American—Fa Ki	—
" Foochow—Fuk Chau Shu Tsai	2
" Macao—Oh Moon	—
Pumpkins—Toong Kwa	3
Radish—Hung Lo Pak Tsai	2
Rhubarb	—
Shalots—Con Chung Tau	8
Spinach—Yin Choi	4
Tomatoes—Fan Ker	8
Taro—Wu Tau	5
Turnips, Pun-ti (Long)—Low Pak	10
" English—Young Low Pak	—
Vegetable Marrow—Chit Kwa	8
Water Cresses—Sai Yeung Choi	5
" Catrops—Lan Kok	—
" Lily Roots—Lin Ngau	—
Yam—Ta Shu	4

G. W. BATT,

Inspector of Markets,

The prices necessarily vary from day to day,

and the Sanitary Board has no power to compel

retailers to sell at the prices quoted.

G. A. WOODCOCK,

Secretary, Sanitary Board.



## Consignees.

FROM HAMBURG, ANTWERP, PENANG  
AND SINGAPORE.

## THE H. A. L. Steamship

"ALASIA,"  
Captain Luning, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th July, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th July, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,  
Hongkong Office.

Hongkong, 2nd July, 1906.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co's Steamer

"DEVANHA,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Moollan*.

From Italy.

From Australia.

From Calcutta.

From Persian Gulf, ex B.S.N. and H. & P. B. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 5th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 29th June, 1906.

## BOSTON TOW BOAT COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "LYRA,"

FROM SEATTLE, YOKOHAMA, KOBE,  
MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 29th June, 1906.

## S.S. "TONKIN."

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London or Havre ex s.s. *Charente* and *Medoc*, and from Havre ex s.s. *Madoc*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 4th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th July, or they will not be recognized.

All damaged packages will be examined on WEDNESDAY, the 4th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 27th June, 1906.

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 CENTS) per Single Copy.

THE MANAGER,  
*Hongkong Telegraph Co., Ltd.*

Hongkong, 30th September, 1906.

## THE AMALGAMATED BREWERIES.

ANALYSIS OF PROSPECTS.

In view of the attention that is being given to the beer-brewing industry in Japan it may be interesting to examine the position of the Amalgamated Brewery Co., whose first half-year terminates at the end of this month. In order to ascertain the prospects of the new company it would be necessary to know the respective companies as existing before the amalgamation. The balance sheets of the three companies for the second-half of 1905 were as follows:—

ABRETR.	Y3,000,000	Y3,000,000
Osaka Beer	Y3,000,000	Y3,000,000
Nippon	Y3,000,000	Y3,000,000
Sapporo	Y3,000,000	Y3,000,000

Total Y7,850,000

The paid-up capital of the three companies amounted to Y2,725,000, and the net profit during the business period totalled Y1,120,000 (including the sums brought over from last account). Out of the net profit Y72,000 was set aside for reserves, and after providing for dividends to officials, etc. Y38,000 was appropriated for dividends, while Y62,000 was carried forward to new account. The net profits of the respective companies for the business period were:—

Osaka Beer	Y345,708
Nippon	404,617
Sapporo	383,602

Y1,123,437

Although all the companies made large profits from unusually good sales of beer during the period under review the great increase in profit was more due to the increased assessment of the value of their property by the companies in view of the proposed amalgamation. They, however, did not use for dividend the profit accruing under this head, but carried over the whole amount to next account.

The paid-up capital of each company before and after the amalgamation is shown in the following table:—

	Before	After
amalgamation	amalgamation	
Nippon Beer	Y 900,000	Y1,800,000
Sapporo	840,000	1,260,000
Osaka	1,125,000	1,125,000

Y2,865,000

As will be seen from the above the capital of Y2,865,000 has been increased at a bound to Y4,185,000 and it will inevitably follow from this, the *Oriental Economist* thinks, that the dividend will decrease now that amalgamation has been effected.

The chief benefit accruing from the amalgamation is the saving of such business expenses which are required for the purposes of competition. It is estimated that a saving of roughly Y300,000 a year will be effected in the business expenses as a result of the combine.

This amount, divided into the share capital of Y4,185,000, is more than 7 per cent. Not only is the domestic consumption of beer steadily increasing, but the exportation to Korea and Manchuria this year has increased by over 20 per cent. as against last year. It is expected that at least a dividend of 15 per cent. will be declared for the first-half of this year.—*Japan Chronicle*.

## Shipping.

## Arrivals.

Rubi, Br. s.s., 1,611, R. W. Almond, 2nd July.

—Manila 30th June, Hemp and Sugar.

S. T. & Co.

Yuenang, Br. s.s., 1,128, F. Mooney, 2nd July.

—Manila 30th June, Gen.—J. M. & Co.

Keong Wai, Ger. s.s., 1,115, Kohler, 2nd July.

—Swatow 1st July, Rice—B. & S.

Chowling, Ger. s.s., 1,055, J. Spiesen, 2nd July.

—Kohsichang 26th June, Rice—B. & S.

Speilhead, Br. s.s., 2,993, Stewart, 2nd July.

—London 19th May, and Singapore 26th June—N. Y. K.

Kalgan, Br. s.s., 1,143, Lewis, 3rd July.

—Shanghai 29th June, Gen.—B. & S.

Ajax, Br. s.s., 4,479, H. E. Batt, 3rd July.

—Fochow 1st July, Gen.—B. & S.

E-Sang, Br. s.s., 1,127, L. A. Muir, 3rd July.

—Canton 2nd July, Gen.—J. M. & Co.

Haimun, Br. s.s., 636, A. J. Robson, 3rd July.

—Tamsui 29th June, Amoy 1st July, and Swatow 2nd, Gen.—D. L. & Co.

Empress of Japan, Br. s.s., 3,039, Henry Polus, 3rd July.

—Vancouver 19th June, and Shanghai 1st July, Mails and Gen.—C. P. R. Co.

## Clearances at the Harbour Office.

Lyra, for Amoy.

Kwanglo, for Shanghai.

Tsun, for Manila.

Colombo Maru, for Singapore.

Enang, for Shanghai.

Kemun, for Singapore.

Stanley, for Hongkong.

Nippon, for Singapore.

Kalgan, for Canton.

Hoching, for Swatow.

Hongkong, for Amoy.

Wongkoi, for Hongkong.

Carl Dietrichsen, for Hoihow.

Departures.

July 3.

Oreitis, for Shanghai.

Haim, for Bangkok.

Thia, for Oceania Island.

Halching, for Coast Ports.

Lyra, for Tacoma.

Prins Siegmund, for Kobe.

Lyemoun, for Canton.

Kwaiyang, for Canton.

Chungang, for Shanghai.

Chungang, for Samarang.

Nippon, for Singapore.

Tsun, for Manila.

Colombo Maru, for Bombay.

Carl Dietrichsen, for Haiphong.

## Passengers arrived.

Per Yuenang, from Manila—Mr. and Mrs. Bruto, 5 children and servant, Miss Martha Pereira, and Mr. G. J. Keller.

Per Rubi, from Manila—Messrs. G. M. Swindell, H. W. Pahl, F. Schmidt, Miss M. Mickel, M. Marcarida, and Mrs. J. L. Jones.

Messrs. M. Osorio, J. R. Hornbe, J. L. Schimpf, F. E. Edmond, H. C. Smith, W. C. Ryan, Capt. J. J. Gallant, Messrs. R. B. Westcott, H. J. Andrews, W. A. R. Uler, and 65 Chinese.

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## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MAR-  
SEILLES, LONDON,  
HAVRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

## The S.S. "TOURANE."

Captain R. Girard, will be despatched for  
MARSEILLES on TUESDAY, the 10th  
July, at 1 P.M.  
Passage tickets and through Bills of Lading  
issued for above ports, and for Australia with  
prompt transshipment at Colombo.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—  
S.S. TONKIN ..... 24th July.  
S.S. ARMAND BEHIC ..... 7th August.  
S.S. ERNEST SIMONS ..... 21st August.  
S.S. CALDONIEN ..... 4th September.  
S.S. POLYNESIE ..... 18th September.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 27th June, 1906.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERMAN GOLF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

## "DELTA"

Captain C. L. Daniel, carrying His Majesty's  
Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 14th July, at  
Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. Britannia, 6,325 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Himalaya,  
due in London on the 26th August, 1906.  
Parcels will be received at this Office until  
5 P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 30th June, 1906.

## Intimations.

## CUTLER, PALMER &amp; CO.

## WINE &amp; SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY	Per Case.	\$22.50
"	"	"
"	"	"
"	"	"
"	"	"
WHISKY, PALL MALL	"	20.00
JOHN WALKER & SONS' OLD HIGHLAND	"	12.50
C. P. & CO'S SPECIAL BLEND	"	10.50
PORT WINE, INVALIDS	"	20.00
DOURO	"	13.75
SHERRY, AMOROSO	"	20.00
LA TORRE	"	16.00
BENEDICTINE, D.O.M.	"	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1906.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

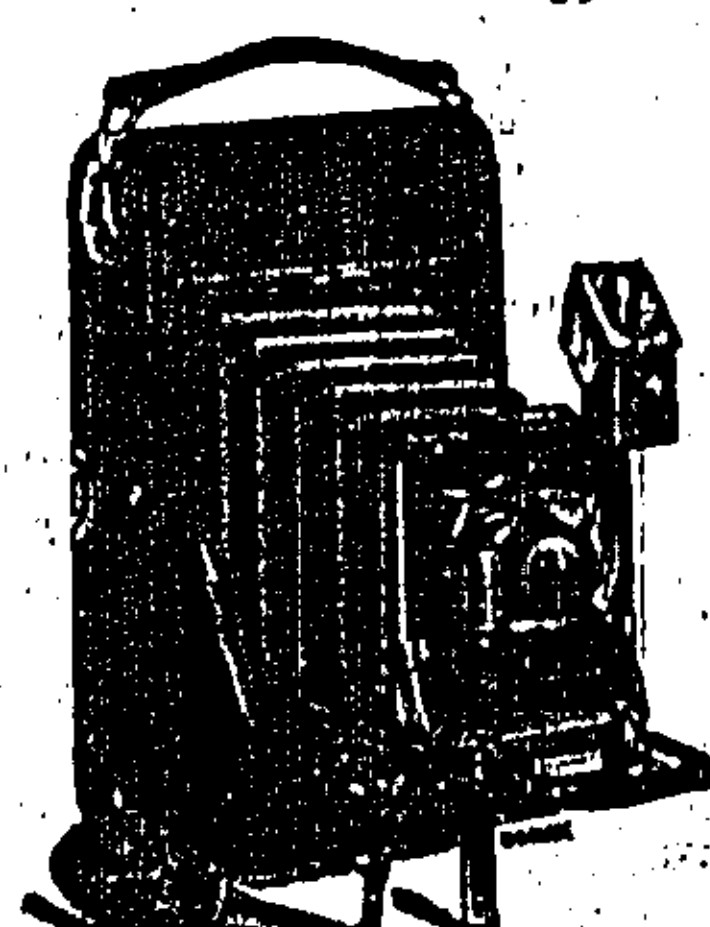
## DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.



FOR

BASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.  
Hongkong, 15th May, 1906.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER RESERVE.	LAST REPORT AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation .....	80,000	\$125	\$125	{ \$1,000,000 \$9,500,000 \$10,500,000 \$12,735 \$150,000	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/10/16 =\$26.87 for 2nd half-year 1905	1 1/2 %	{ \$320 sa. & b. London 2/25/-
National Bank of China, Limited.....	99,925	£7	£5	{ \$1,000,000 \$147,895	\$74,099	\$2 (London 3/6) for 1904 .....	...	\$38
MARINE INSURANCES.								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,000,000 \$147,895	\$211,540	\$20 for 1904 .....	5 1/2 %	\$350
North China Insurance Company, Limited .....	10,000	£15	£5	{ \$100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex. 2/10 15/16 Tls. 2.62 on account 1905 .....	5 1/2 %	Tls. 90 sellers
Union Insurance Society of Canton, Limited .....	10,000	\$250	\$100	{ \$2,000,000 \$331,131 \$1,153,844 \$569,279 \$800,000 \$61,278 \$15,527 \$1,000,000 \$120,000	\$2,792,271	Interim div. of 13/- for 1905 .....	4 1/2 %	\$180 sales
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	{ \$1,000,000 \$120,000 \$120,000	\$508,334	\$12 and \$3 special dividend for 1904 .....	8 1/2 %	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	{ \$6,000 \$120,000 \$120,000	\$344,058	\$6 for 1904 .....	7 %	\$185 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,000,000 \$120,000 \$120,000	\$422,618	\$25 for 1904 .....	8 %	\$310
SHIPPING.								
China and Manila Steamship Company, Limited.....	20,000	\$25	\$25	{ \$6,000 \$120,000 \$120,000	\$6,563	\$1 for 1905 .....	7 1/2 %	\$20
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$1,000,000 \$120,000 \$120,000	Nil	\$3 for year ended 20.11.05 .....	8 1/2 %	\$44 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	20,000	\$15	\$15	{ \$600,000 \$120,000 \$120,000	\$24,080	\$1 for 2nd half-year making \$2 for 1905 ..	7 1/2 %	\$26 buyers
Indo-China Steam Navigation Company, Limited .....	10,000	£10	£10	{ \$1,000,000 \$120,000 \$120,000	£4,435	12/- @ 1/10 = \$6.20 5/11 for 1904.....	8 1/2 %	\$77
Shanghai Tug and Lighter Company, Limited.....	100,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 50,000 Tls. 50,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905 .....	8 %	Tls. 62 sellers
Do. (Preference)	100,000	£1	£1	{ £1,000,000 £120,000 £120,000	£107,815	Final Tls. 14 making Tls. 38 for 1905 .....	7 %	Tls. 41 buyers
Shell Transport and Trading Company, Limited.....	1,000,000	\$10	\$10	{ \$10,000,000 \$1,200,000 \$1,200,000	\$218	1/- (Coupon No. 6 for 1905 .....	4 %	\$30
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	{ Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 87,200	\$218	{ \$1.50 for year ending 30.4.1906..... \$0.75	5 % 3 1/2 %	\$50 \$21
Taku Tug and Lighter Company, Limited .....	10,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 50,000 Tls. 50,000	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905 .....	9 %	Tls. 45
REFINERIES.								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	{ \$850,000 \$100,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905 .....	16 1/2 %	\$150
Luxon Sugar Refining Company, Limited.....	2,000	\$100	\$100	{ none	\$132,588	\$3 for 1897 .....	...	\$20 sellers
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.9.04 .....	...	Tls. 100 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	{ £80,000 £26,011	£13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06 .....	7 %	Tls. 9.70 sellers
Mental Consolidated Mining Company, Limited .....	500,000	G. \$10	G. \$10	{ none	G. \$909,050	Final of 50 cents making G. \$1 for 1905 ..	7 %	G. \$14
Sub Australian Gold Mining Company, Limited .....	50,000	£1	£1	{ £4,873	Dr. £8,745	No. 12 of 1/- = 48 cents .....	...	\$34 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905 .....	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd....	40,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000	\$20,040	Final of \$34 making \$6 for 1905.....	6 %	\$102 buyers
Whampoa Dock Company, Ltd. ....	10,000	\$50	\$50	{ \$49,500	\$362,232	\$6 for second half-year making \$12 for 1905	8 %	\$150 buyers
New Amoy Dock Company, Limited .....	10,000	\$40	\$40	{ \$88,000	\$2,221	\$1 for 1905 .....	10 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd. ....	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 40,000 Tls. 40,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6 .....	10 1/2 %	Tls. 113 sales
Shanghai and Hongkong Wharf Company, Limited .....	32,000	Tls. 100	Tls. 100	{ Tls. 32,000 Tls. 32,000 Tls. 32,000	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905 .....	6 1/2 %	Tls. 22 sales
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	{ Tls. 30,000	Tls. 5,668	Tls. 18 for 1905 .....	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	{ none	none	First year .....	...	Tls. 100
Star House Hotel Company, Limited (Shanghai) ...	10,000	\$25	\$25	{ \$14,516	\$9,028	\$24 for year ended 30.6.1905 .....	8 1/2 %	\$31 buyers
Central Stores, Limited .....	6,000	\$15	\$15	{ none	\$4,719	\$2.40 on \$12 for 1905.....	13 1/2 %	\$18 sales
Do. (new issue)	24,000	\$15	\$15	{ none		7 % on \$74 for 1905 .....	...	\$154 buyers
Do. (Founders)	123	\$15	\$15	{ \$648,975 \$24,071	1619	None .....	...	\$300 buyers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	{ \$24,071		\$5 for second half-year making \$10 for 1905	7 1/2 %	\$127
Hongkong Land Investment and Agency Co., Ltd. ...	10,000	\$100	\$100	{ \$250,000	\$67,839	Final of \$34 making \$7 for 1905.....	6 %	\$114
Hotel des Colonies Company, Limited .....	9,000	Tls. 25	Tls. 25	{ Tls. 20,773	Tls. 1,935	Final of 6 % = 10 % for 1905 .....	10 1/2 %	Tls. 15
Hotel Metropole Company, Limited .....	2,000	\$100	\$100	{ none	\$4,999	Final of \$6 making \$10 .....	10 %	\$100
Humphreys Estate & Finance Company, Limited .....	100,000	\$10	\$10	{ \$208,386 \$50,000	\$5,070	80 cents for 1905 .....	7 %	\$112
Kowloon Land and Building Company, Limited .....	8,000	\$50	\$50	{ none	\$574	\$24 for 1905 .....	6 1/2 %	\$38 sales
Shanghai Land Investment Company, Limited .....	12,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905 .....	5 1/2 %	Tls. 171 buyers
West Point Building Company, Limited .....	12,500	\$50	\$50	{ none	\$772	Final of \$1.50 making \$3.65 for 1905.....	7 %	\$53
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd....	15,000	Tls. 50	Tls. 50	{ Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905 .....	11 1/2 %	Tls. 68 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	{ \$30,000	\$23,264	\$1 for the year ending 31.7.05.....	7 %	\$14 sales
International Cotton Manufacturing Company, Ltd....	10,000	Tls. 75	Tls. 75	{ Tls. 100,000	Tls. 18,718	3 % a/c 1898 .....	...	Tls. 61 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 30,760	Tls. 8 for 1905 .....	11 1/2 %	Tls. 8 for 1905
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	{ Tls. 18,436	Tls. 35,986	Tls. 25 for 1905 .....	8 1/2 %	Tls. 300 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited .....	4,000	\$100	\$100	{ none	\$1,066	\$7 for 1905 .....	7 1/2 %	\$500 sellers
Bell's Asbestos Eastern Agency, Limited .....	8,504	12/6	12/6	{ £814	\$856	13 per share for 1905 .....	8 1/2 %	\$7 ex div.
Campbell, Moore & Co., Limited .....	1,200	\$10	\$10	{ none	\$1,097	\$3 for 1905 .....	9 1/2 %	\$32
China-Borneo Company, Limited .....	60,000	\$12	\$12	{ none	Nil	\$1 for 1904 .....	...	\$7 buyers
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 70 sellers
China Light and Power Company, Limited .....	10,000	\$10	\$10	{ none	\$1,219	60 cents for year ended 28.2.06 .....	6 %	\$10
China Provident Loan & Mortgage Company, Ltd. ...	100,000	\$10	\$10	{ \$8,000	\$1,581	80 cents for 1905 .....	9 %	\$9
Dairy Farm Company, Limited .....	25,000	\$7 1/2	\$6	{ \$25,000	\$2,864	\$1.20 for year ending 31.7.1905 .....	7 1/2 %	\$16
Green Island Cement Company, Limited .....	150,000	\$10	\$10	{ \$500,000	\$52,291	\$2 dividend and 50 cents bonus for 1905.	9 %	\$28
Hall & Holtz, Limited .....	21,000	\$20	\$20	{ \$500,000	\$20,893	\$24 for year ending 28.2.06 .....	11 1/2 %	\$23 sales
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	{ none	\$2,568	\$1.00 for 10 months ending 28.2.06 .....	8 %	\$15 sales
Hongkong High-Level Tramways Company, Ltd.....	1,250	\$100	\$100	{ \$60,000	\$2,796	65 cents .....	...	\$25
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	{ \$80,000	\$3,776	\$15 for year ending 30.11.1904 .....	6 1/2 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd. ....	50,000	\$10	\$10	{ \$2,100	\$5,813	Final of \$15 making \$19 for 1905 .....	8 %	\$20
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	{ \$1,000	\$88	\$9 for 1905 on 5 shares .....	6 1/2 %	\$9
Maischappij tot Mijlen, Bosch en Landbouwex- ploitatie in Langkat, Limited .....	25,000	Ga. 100	Ga. 100	{ Tls. 547,100 Tls. 27,000	Tls. 10,274	Final of 50 cents making \$1 for the year (second interim div. of Tls. 74 making Tls. 15 so far a/c yr. ended 31.10.06)	10 %	Tls. 227 buyers
Philippine Company, Limited .....	67,500	\$10	\$10	{ none	Dr. P. 34,324	None .....	...	\$5 buyers
Shanghai Gas Company, Limited .....	16,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	(Tls. 34 final & Tls. 14 bonus making)	6 1/2 %	Tls. 134 sellers
Shanghai Horse Bazaar Co., Ltd. ....	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000	Tls. 9,751	Tls. 8 for 1904 .....	11 1/2 %	Tls. 55 sellers
Shanghai Pulp and Paper Company, Limited .....	4,500	Tls. 100	Tls. 100	{ Tls. 8,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 .....	5 1/2 %	Tls. 147 sellers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905 .....	6 1/2 %	Tls. 73 sales
Shanghai Waterworks Company, Limited.....	7,200	£10	£10	{ Tls. 150,000	Tls. 85,592	Final of 37/6 making 52/6 for 1905/6 .....	...	Tls. 561 sellers
South China Morning Post, Limited .....	7,200	£20	£20	{ none	Dr. \$41,934	First year .....	...	Tls. 280 sellers
Steam Laundry Company, Limited .....	20,000	\$5	\$5	{ none	\$1,134	None .....	...	\$20
Teikoku Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	{ Tls. 15,225 Tls. 4,000	Tls. 1,012	50 cents for year ended 31.5.1905 .....	8 1/2 %	\$6
United Asbestos Oriental Agency, Limited .....	9,000	\$10	\$10	{ \$22,000	\$551	Interim of Tls. 4 for year 1905/6 .....	7 1/2 %	Tls. 110
Do. (Founders)	100	\$10	\$10	{ \$25,000	\$7,734	80 cents for year ended 31.5.1905 .....	9 %	\$9
Watson, (A. S.) & Co., Limited.....	90,000	\$10	\$10	{ \$300,000 \$25,000	\$7,734	Final of 50 cents making \$1 for 1905 .....	7 1/2 %	\$134
William Powell, Limited .....	15,000	\$10	\$10	{ \$45,000	\$676	Interim div. of 50 cts. for the year 1905/6.	10 %	\$104 sales